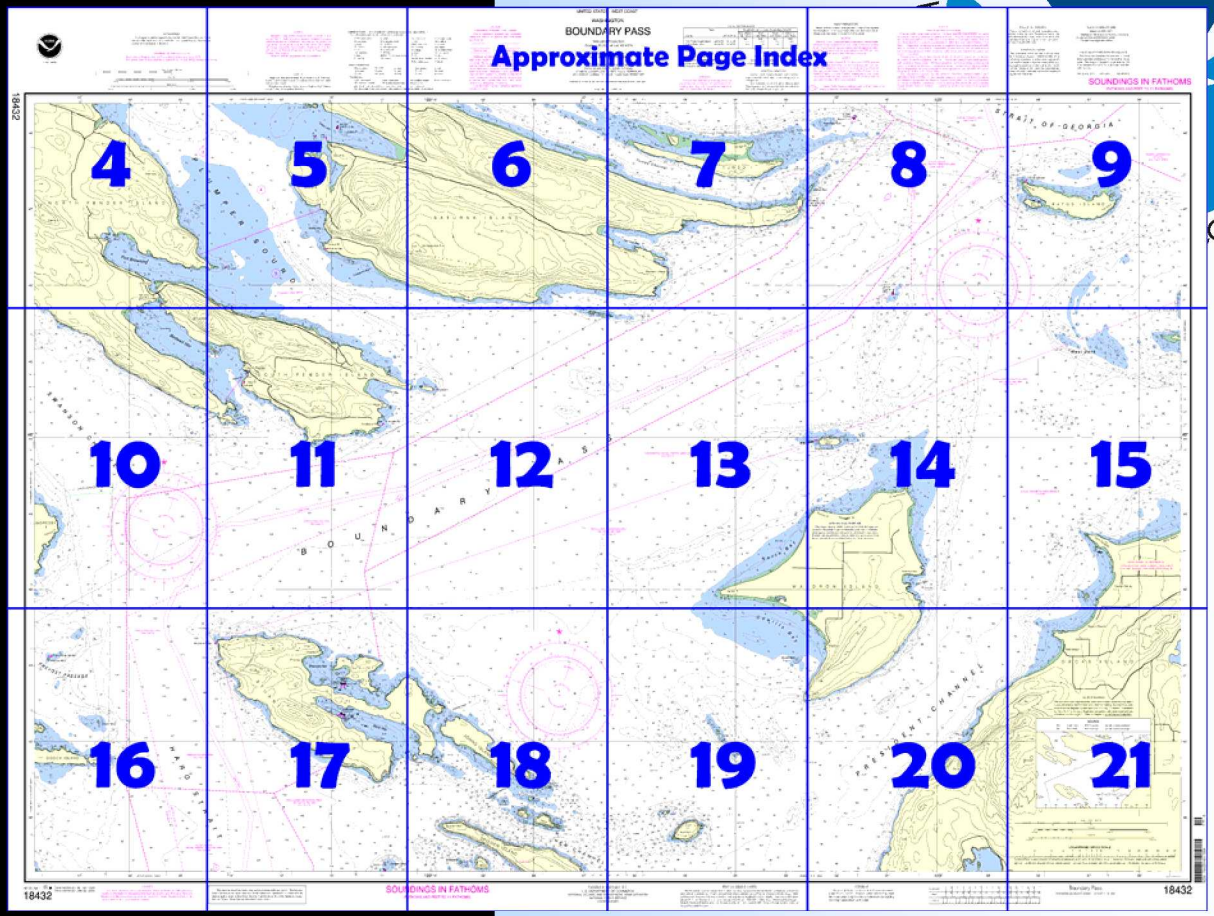
BookletChart™

Boundary Pass

(NOAA Chart 18432)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA — National Oceanic and Atmospheric Administration — Department of Commerce

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

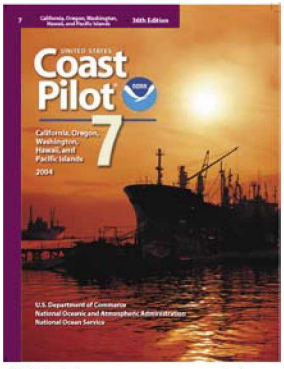
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 12 excerpts]

(209) **Haro Strait** and **Boundary Pass** form the westernmost of the three main channels leading from the Strait of Juan de Fuca to the SE end of the Strait of Georgia; it is the one most generally used.

(236) **Spieden Island** lies with **Spieden Bluff,** its NW end, 1.6 miles NNE of Battleship Island. The island is 2.5 miles long in an E direction with an extreme width of 0.5 mile. **Green Point,** the E end of which is marked by a light, is low and grassy.

(237) There are several dangers SE of Spieden Bluff. **Center Reef,** which bares, is 0.7 mile S of the bluff; it is marked off its SW side by a buoy. **Sentinel Rock** and **Sentinel Island** are closer inshore; a rock midway between them is covered ¾ fathom.

(238) **Stuart Island**, NW of Spieden Island, two prominent hills 640 feet high near the middle. **Turn Point,** the W extremity, is bold, steep-to, and marked by a light and fog signal.

(239) **Reid Harbor** indents the SE shore of Stuart Island and trends NW about 1.5 miles. The harbor, which is landlocked and 400 yards wide, affords good anchorage in 4 to 5 fathoms, soft bottom.

(240) **Prevost Harbor,** on the N shore of Stuart Island about 1.5 miles E of Turn Point, affords good shelter and anchorage.

(241) **Satellite Island** lies within Prevost Harbor, with reefs and shoals extending off its SE extremity. Vessels should not pass E of the island. Enter in midchannel W of Satellite Island and anchor in 6 to 7 fathoms, muddy bottom, in the middle of the wider portion just within the entrance, keeping clear of a rock that uncovers 6 feet, 200 yards off the S shore.

(242) **Johns Pass,** between Stuart Island and **Johns Island** close E, is much used by fishing vessels and small boats. At the S end of the pass foul ground extends about 0.6 mile SE from Stuart Island.

(243) **Waldron Island,** 6.5 miles E of Turn Point, is steep and rocky on the E side, but flat with sandy beaches on the N and W sides. It is irregular in shape and 3 miles long. The highest point, 612 feet, is near **Point Disney,** its S end. On the N and E sides of the island is a high yellow sand bluff, terminating abruptly in **Point Hammond.**

(244) **Cowlitz Bay,** which indents the SW shore of Waldron Island, is a broad, open bight affording anchorage in fair weather. Shoal water extends 0.5 mile S of **Sandy Point,** the W end of the island.

(245) **Bare Island,** small, grassy, and bare of trees, is 0.5 mile NNW of Point Hammond, and **Skipjack Island,** 120 feet high and wooded, is about 1.2 miles NW of Point Hammond.

(247) **Patos Island,** 4.3 miles NNE of Point Hammond, is 60 feet high and wooded except at its W end toward which it gradually decreases in height. **Active Cove,** at the SW extremity of the Island, is reported to be a good anchorage for small vessels with local knowledge. **Patos Island Light** (48°47'20"N., 122°58'17"W.), 52 feet above the water, is shown from a 38-foot white square frame tower on **Alden Point,** the W point of the island; a fog signal is at the light.

(248) **Sucia Islands,** consisting of one large and several smaller islands, are SE of Patos Island and 2.5 miles N of Orcas Island.

(253) The side of Haro Strait W of the international line is bordered by several islands and reefs, the most important of which are, from S to N: **Kelp Reefs,** marked by a light, about 7 miles N of Discovery Island; **Sidney Island** with a radiobeacon on the NW part, about 3 miles NW of the light on Kelp Reefs; **Moresby Island,** marked by a light, about 16 miles N of Baynes Channel and Discovery Island, and the smaller islands and reefs in between.

(254) **Swanson Channel,** used sometimes as an alternate route by vessels bound for Alaska points, extends NW between Moresby Island and the **Pender Islands,** and connects ultimately with Active Pass to reach the Strait of Georgia in 48°53'N.

(257) **South Pender Island,** 3 miles N of Stuart Island, is marked by a light on **Gowlland Point,** its SE extremity. The last of the Canadian lights in this stretch is on **East Point,** the E point of **Saturna Island,** 6.2 miles ENE of Gowlland Point.

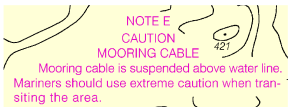
(258) **Rosenfeld Rock,** 1.2 miles NNE of East Point, is marked by a lighted buoy. The rock is covered by 1¼ fathoms, and rocks that bare are within 900 yards of it. Close E of the rock, overfalls and dangerous tide rips are formed.

(301) **Flattop Island,** prominent in the N approaches to San Juan Channel, is 1 mile NE of the E end of Spieden Island. It is about 174 feet high, flat on top, and sparsely covered with underbrush and trees.

(304) **President Channel,** between Waldron and Orcas Islands, is about 5 miles long. Depths are generally great, and the passage is free of dangers. The tidal currents have a velocity of 2 to 5 knots, and heavy swirls and tide rips, especially with an adverse wind, are off the N point of Waldron Island and between Waldron and Patos Islands.

Table of Selected Chart Notes

Corrected through NM Apr. 23/05
Corrected through LNM Apr. 26/05



Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CANADIAN WEATHER RADIO BROADCASTS

The Canadian Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Vancouver, B.C.	CFA-240	162.40 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.633" southward and 4.678" westward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

PLANE COORDINATE GRID

(based on NAD 1927)

Washington State Grid, north zone, is indicated by dashed ticks at 5000 foot intervals.

The last three digits are omitted.

LOCAL MAGNETIC DISTURBANCE

Differences from normal variation of more than 2° have been observed in the vicinity of Point Doughty.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE C

A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

HEIGHTS

Heights in feet above Mean High Water in U.S. Territory. Contour and summit elevation values are in feet and refer to Mean Sea Level.

Heights expressed in feet above Higher High Water, Larger Tides, in Canadian Territory.

Mercator Projection
Scale 1:25,000 at Lat 48°43'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement

Additional information can be obtained at nauticalcharts.noaa.gov.

NATIONAL WILDLIFE REFUGE

The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the U.S. Coast Guard, Geological Survey and Canadian Authorities.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.1390 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE D

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and/or Chapter 2 of the U.S. Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

18432

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the U.S. Coast Guard. Geological Survey and Canadian Authorities.

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Nautical Miles
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Yards
1000 0 1000 2000

Meters
1000 0 1000 2000

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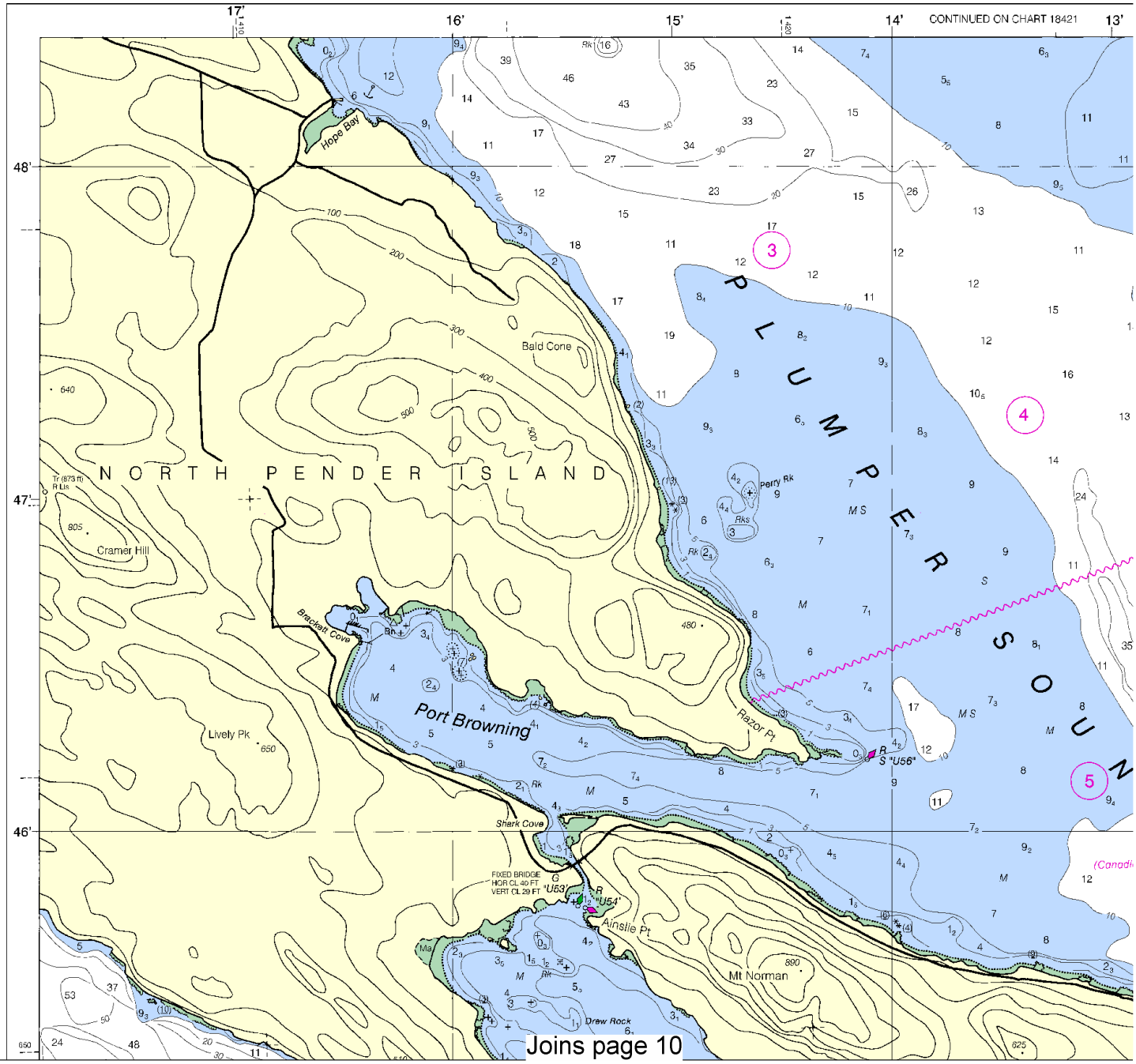

4

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000

POINT SPECIAL OPERATING AREA

information concerning this area, consult
t 7.

NOTE A

regulations are published in Chapter 2, U.S.
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Canadian Territory.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy grey	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CAUTION

SUBMARINE PIPELINES AND CABLES

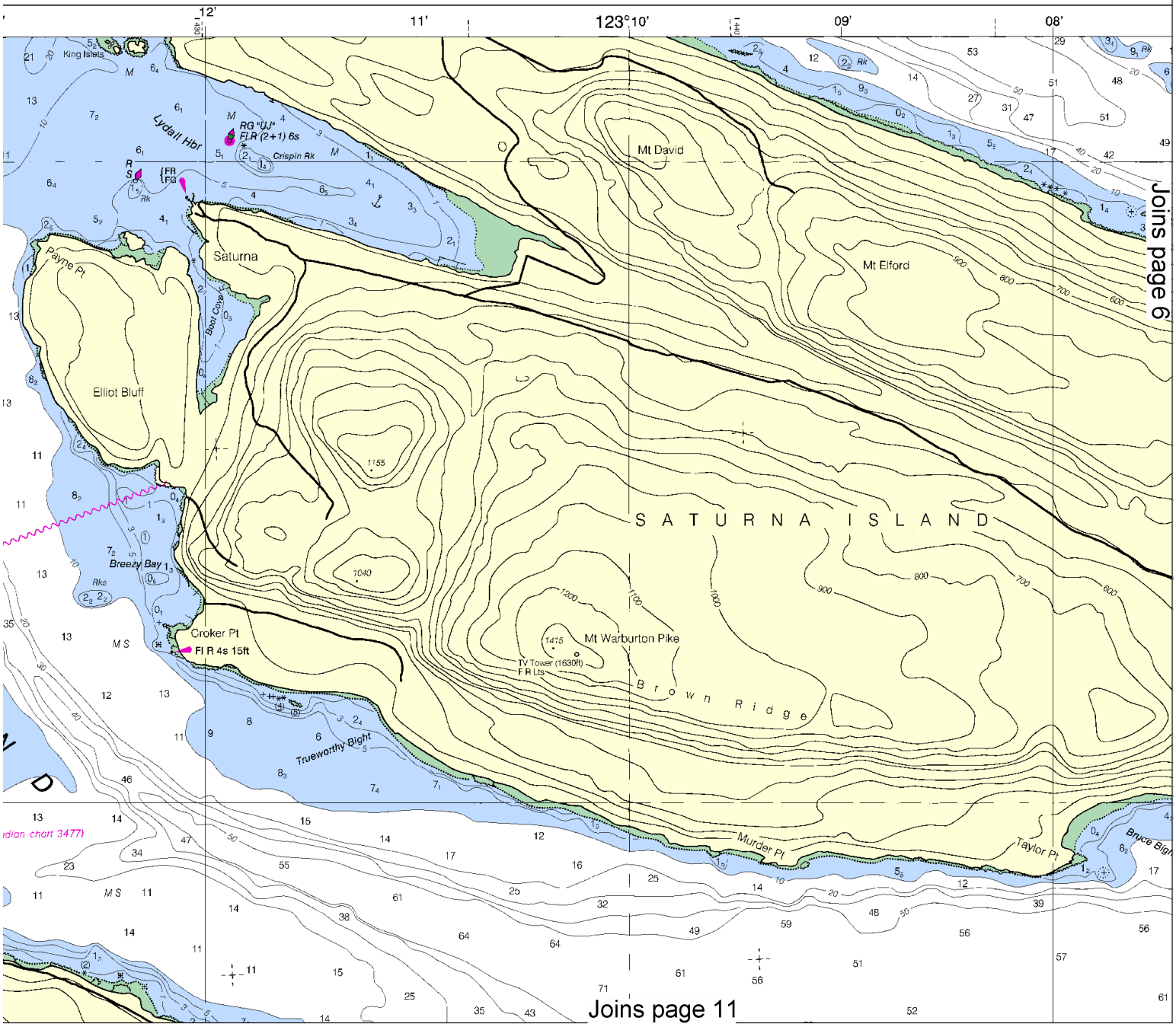
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

UNITED STATES

WASHIN

BOUNDA

Mercator I
Scale 1:25,000

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SOUNDINGS
(FATHOMS AND FEET
AT MEAN LOWER LOW W
AT LOWEST NORMAL TIDES

Additional information can be obta

1st Ed., Jan. 198

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AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy grey	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submg submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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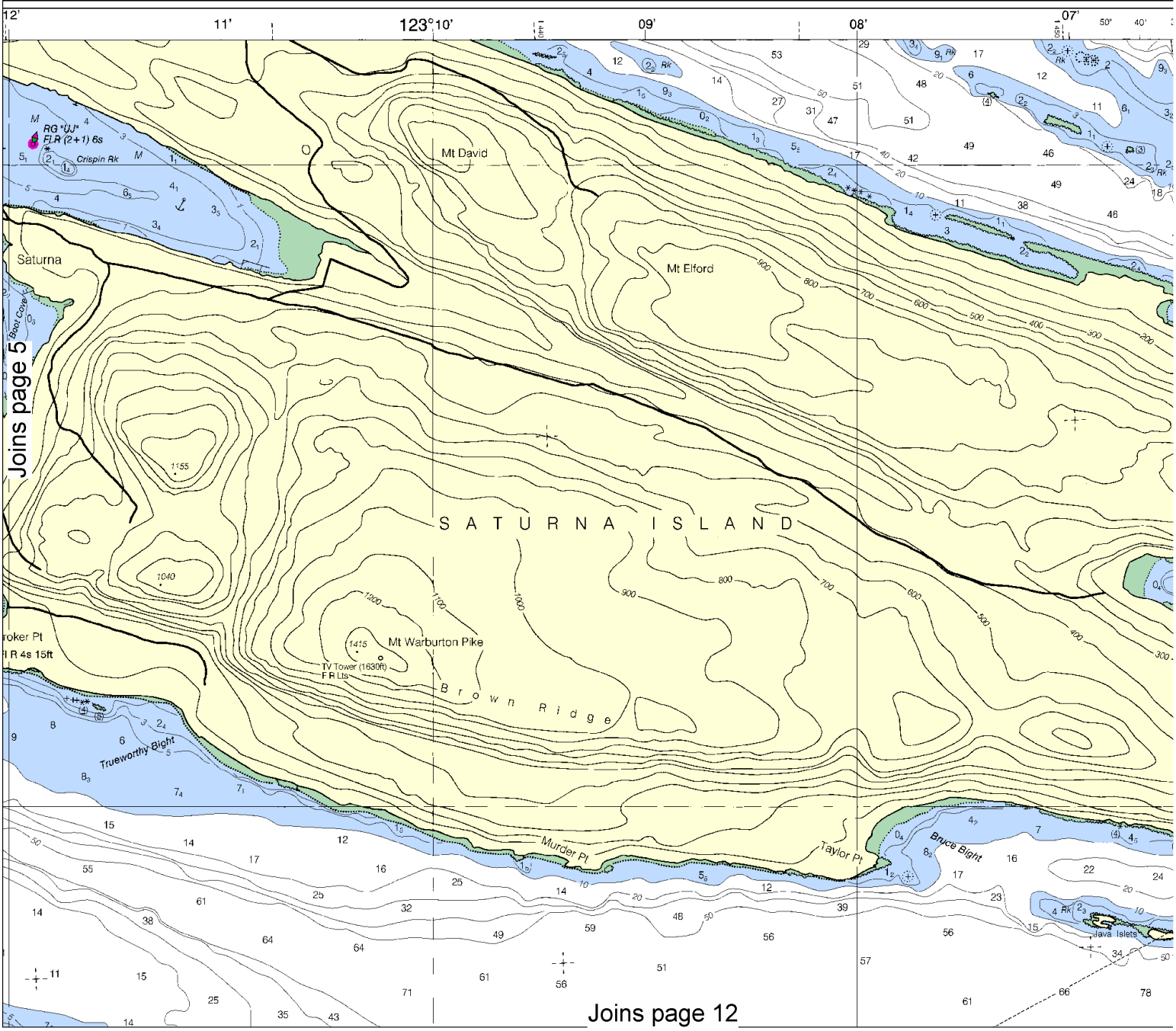

North

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Nautical Miles
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Yards
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otained at nauticalcharts.noaa.gov.

981 KAPP 1685

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Turn Point, Stuart Island	(48°41'N / 123°14'W)	7.5	6.9	2.5	-4.0
Patos Island Wharf	(48°47'N / 122°58'W)	8.6	7.9	2.6	-4.5

(Apr 2005)

CAUTION

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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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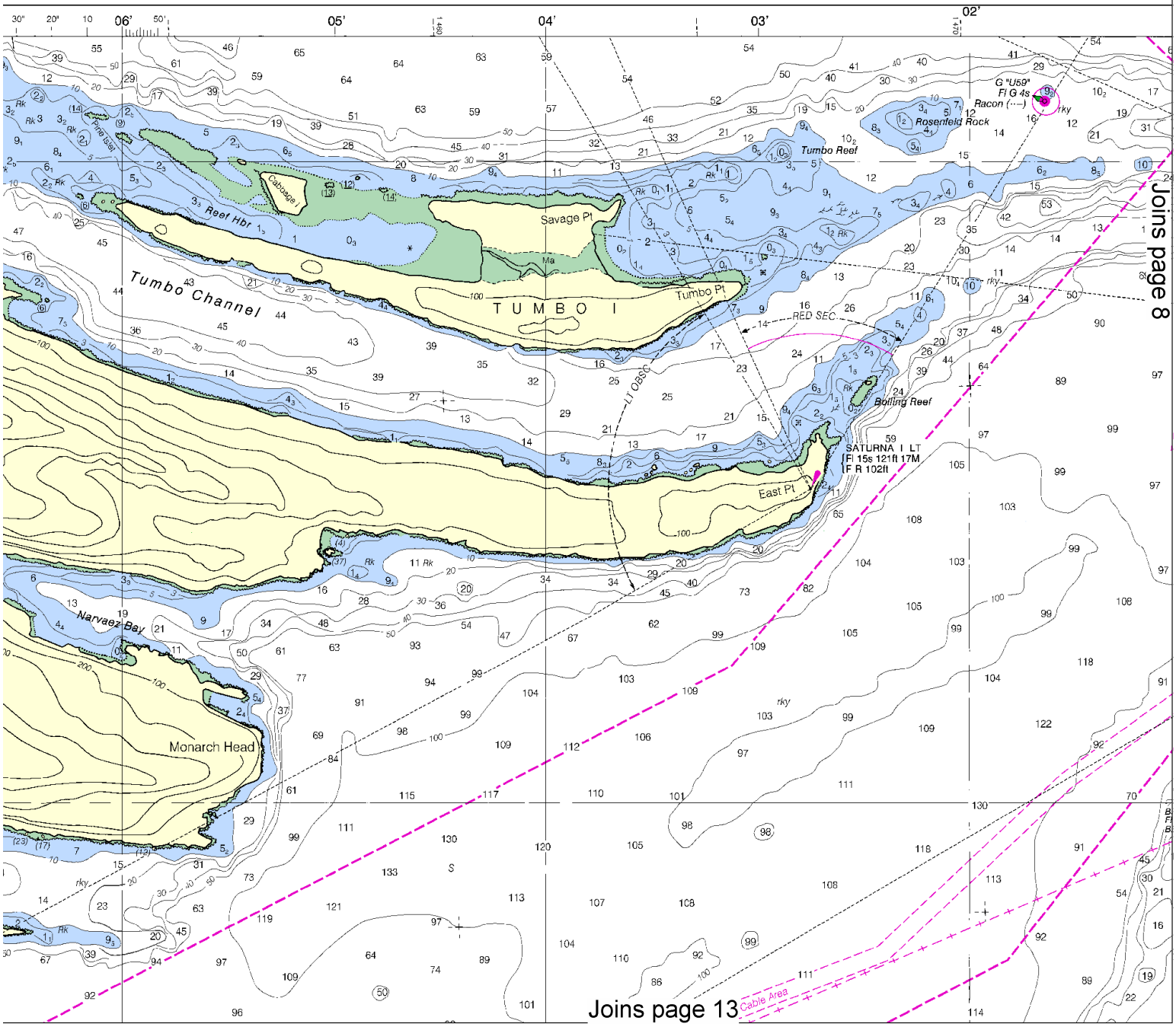
(7) Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

TIDAL INFORMATION

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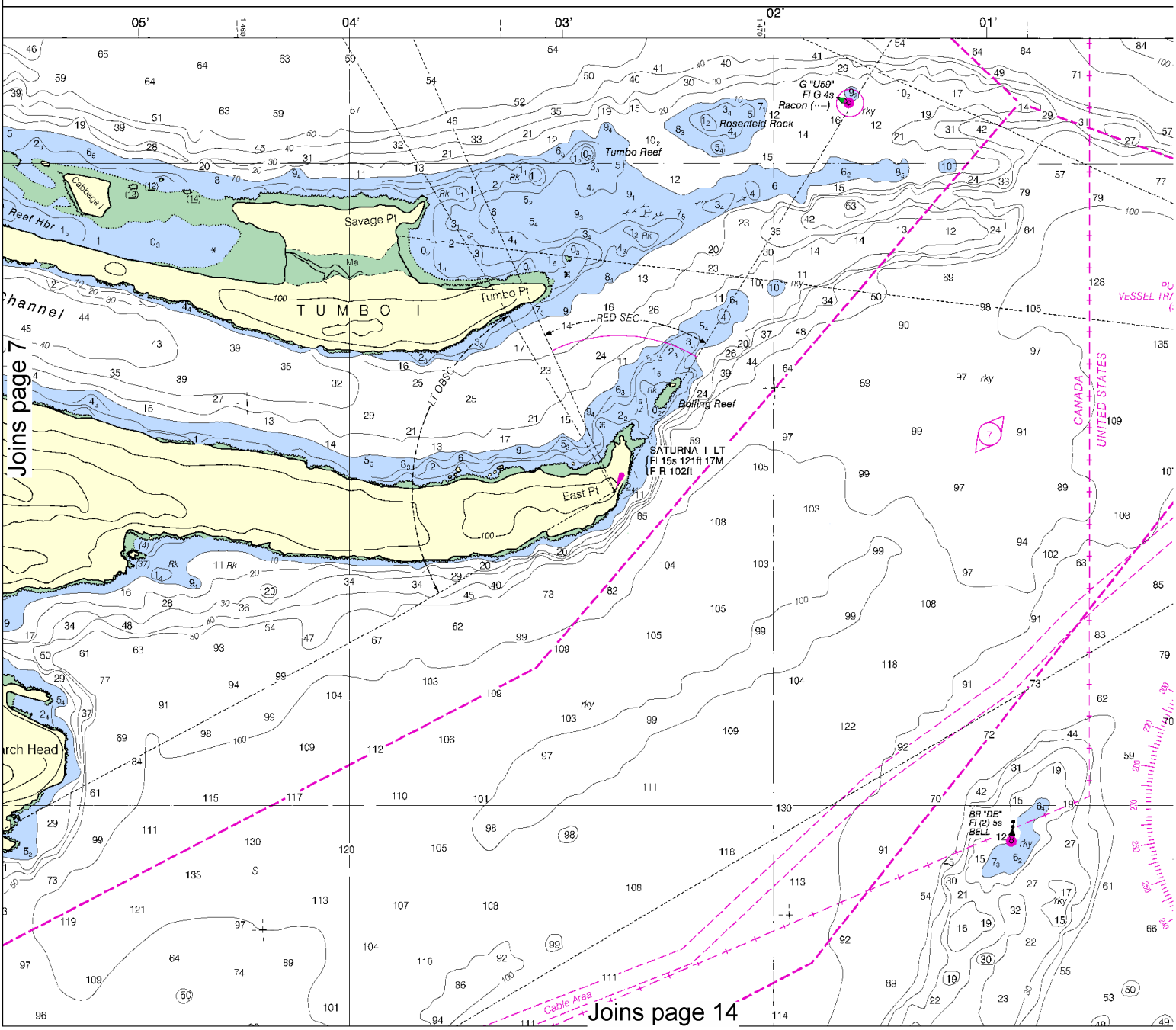

8

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000

NOTE D

AFFIC SEPARATION SCHEME

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(based on NAD 1927)

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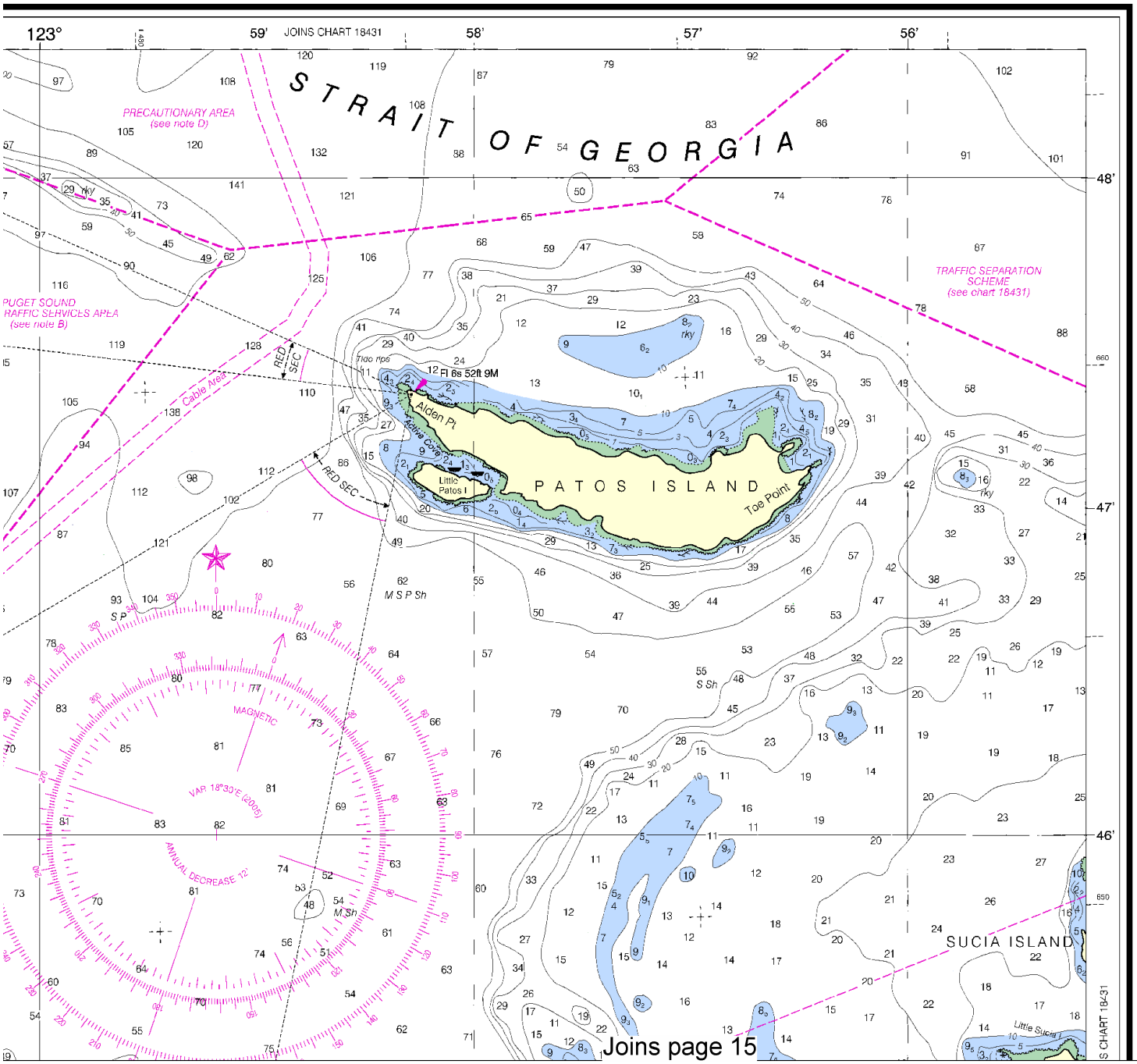
CANADIAN WEATHER RADIO BROADCASTS

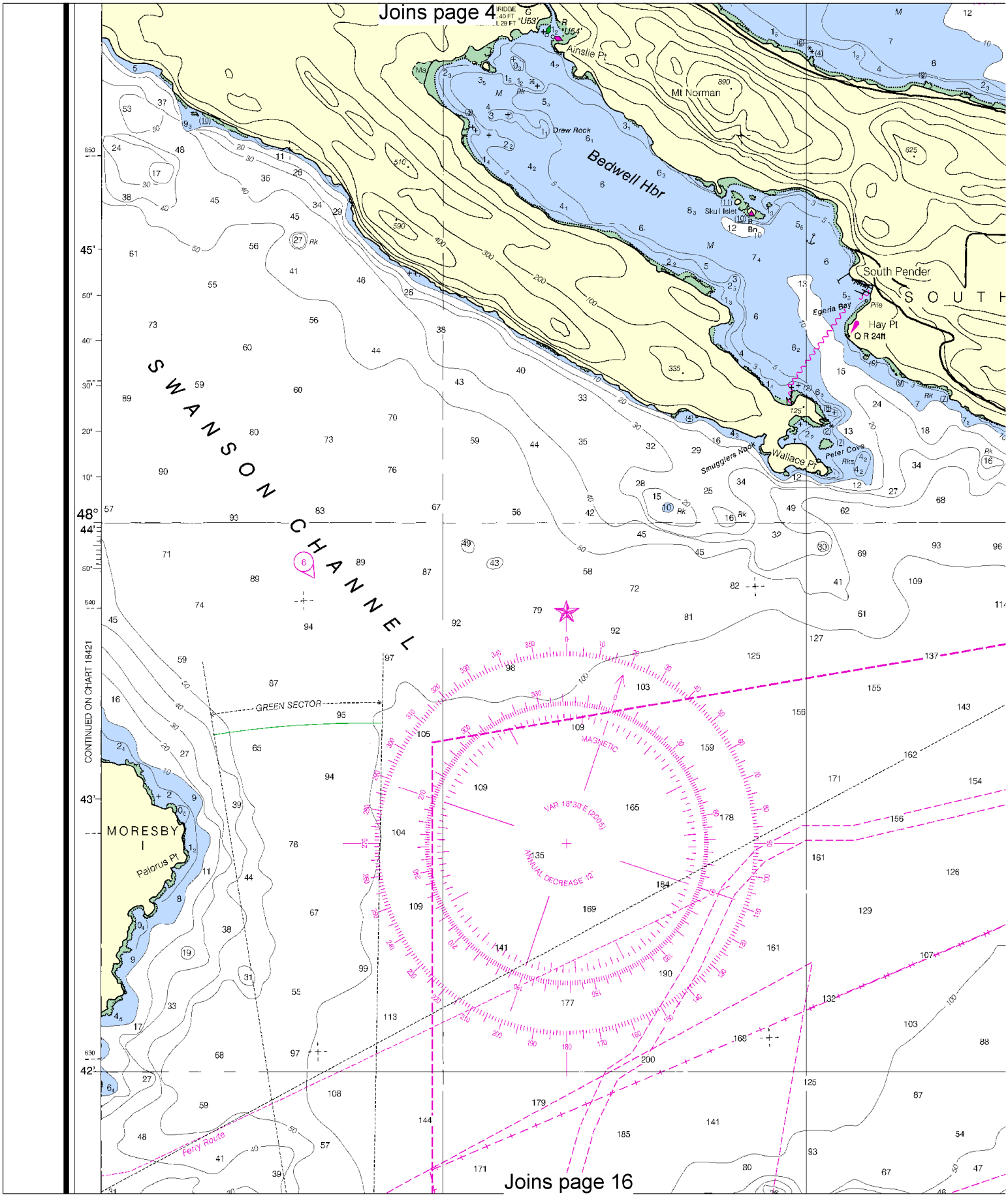
The Canadian Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Vancouver, B.C. CFA-240 162.40 MHz

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



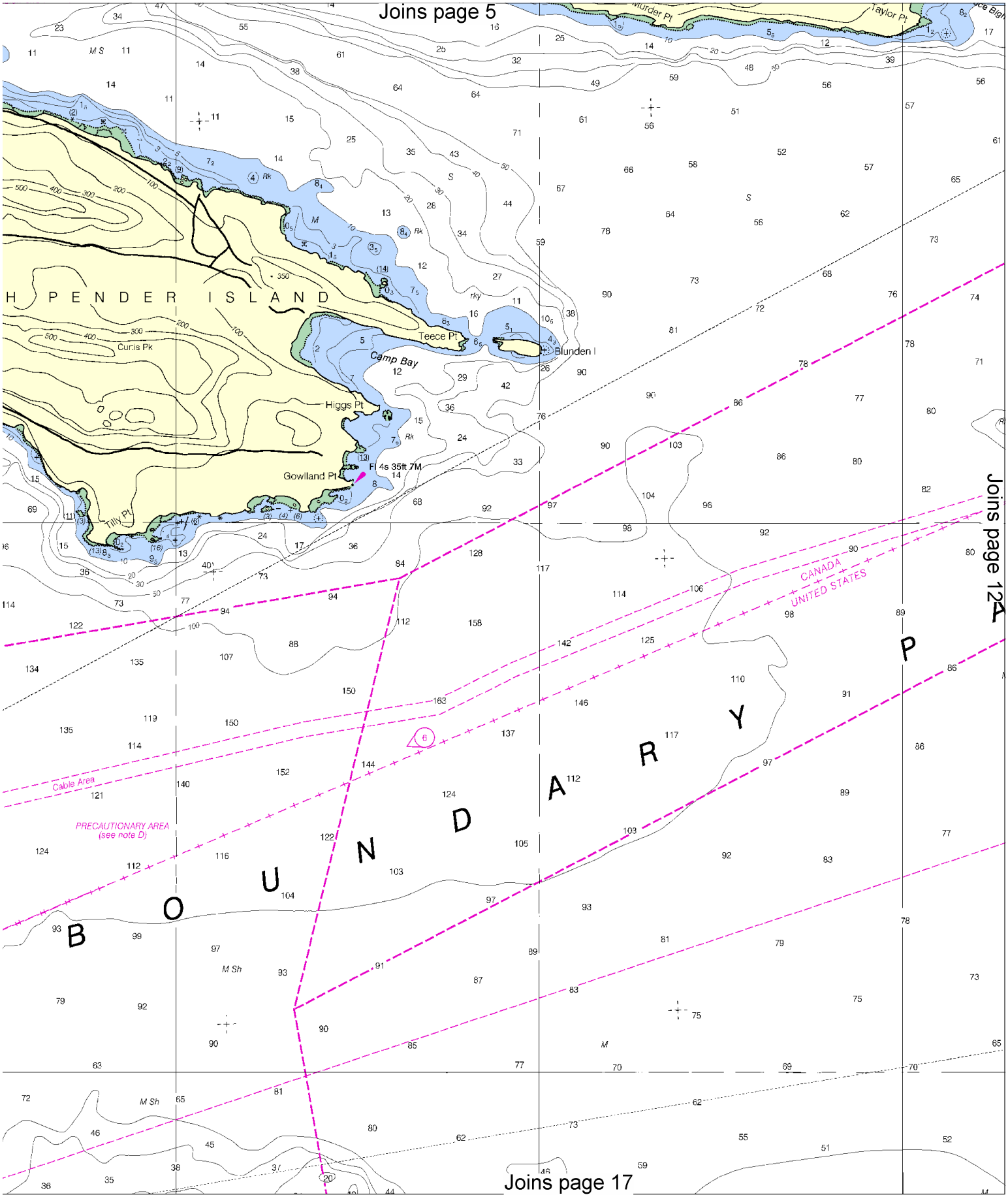


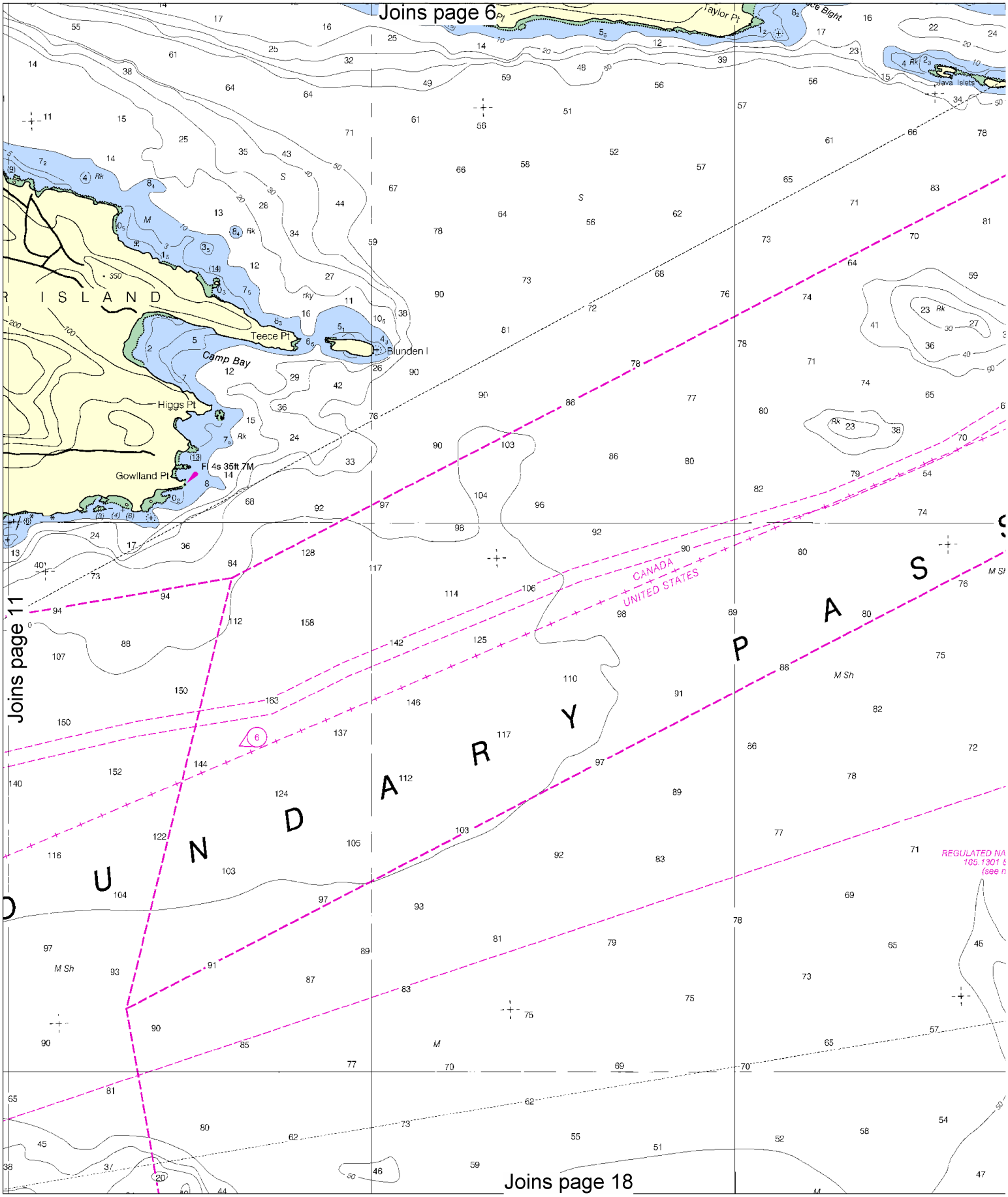
North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 5
H P E N D E R I S L A N D
Curtis Pk
Teece Pt
Blunden I
Camp Bay
Higgs Pt
Gowlland Pt
Fl 4s 35ft 7M
Tilly Pt
Murder Pt
Taylor Pt
CANADA
UNITED STATES
B O U N D A R Y P
Cable Area
PRECAUTIONARY AREA
(see note D)
M Sh
Joins page 12A
Joins page 17

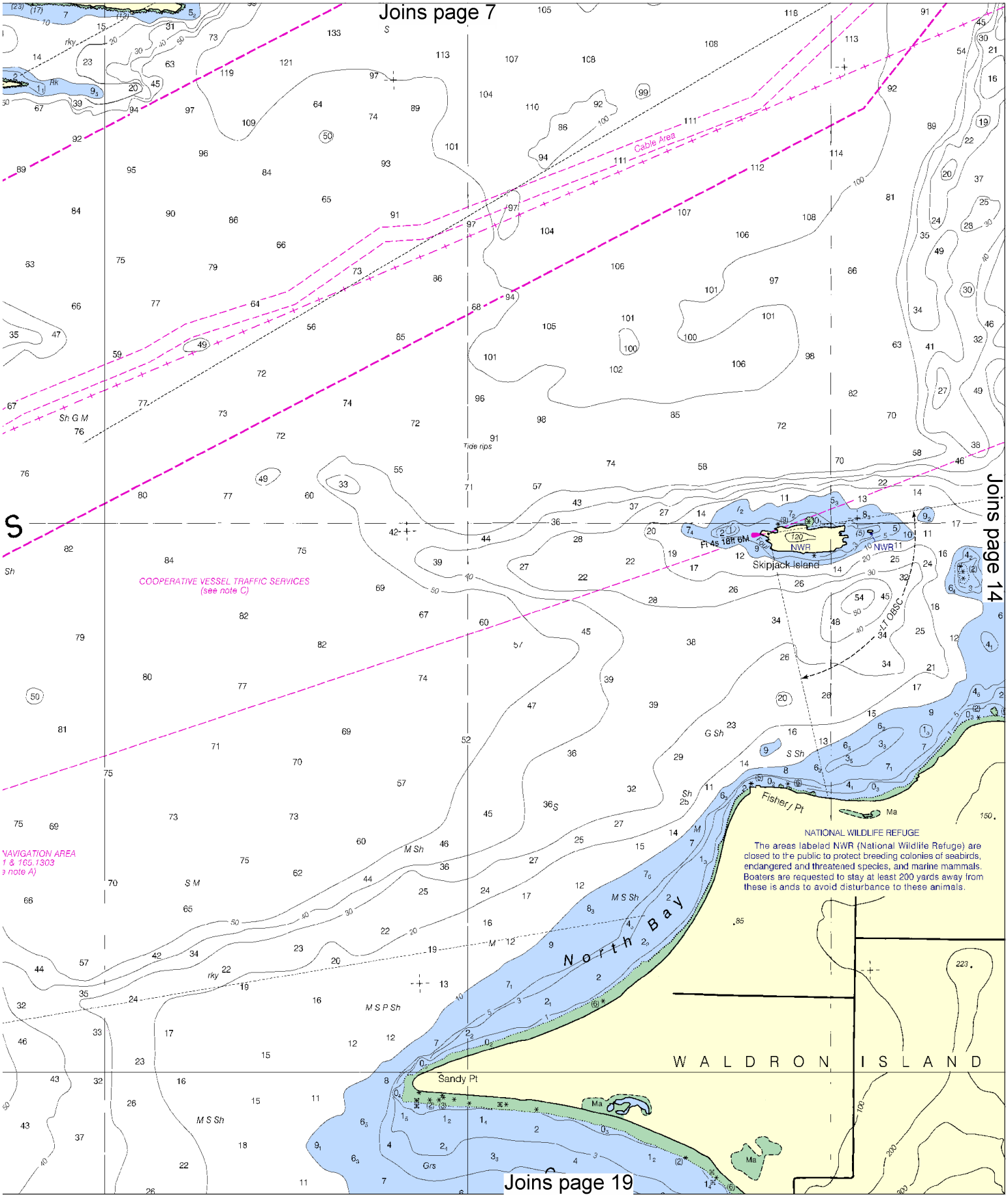


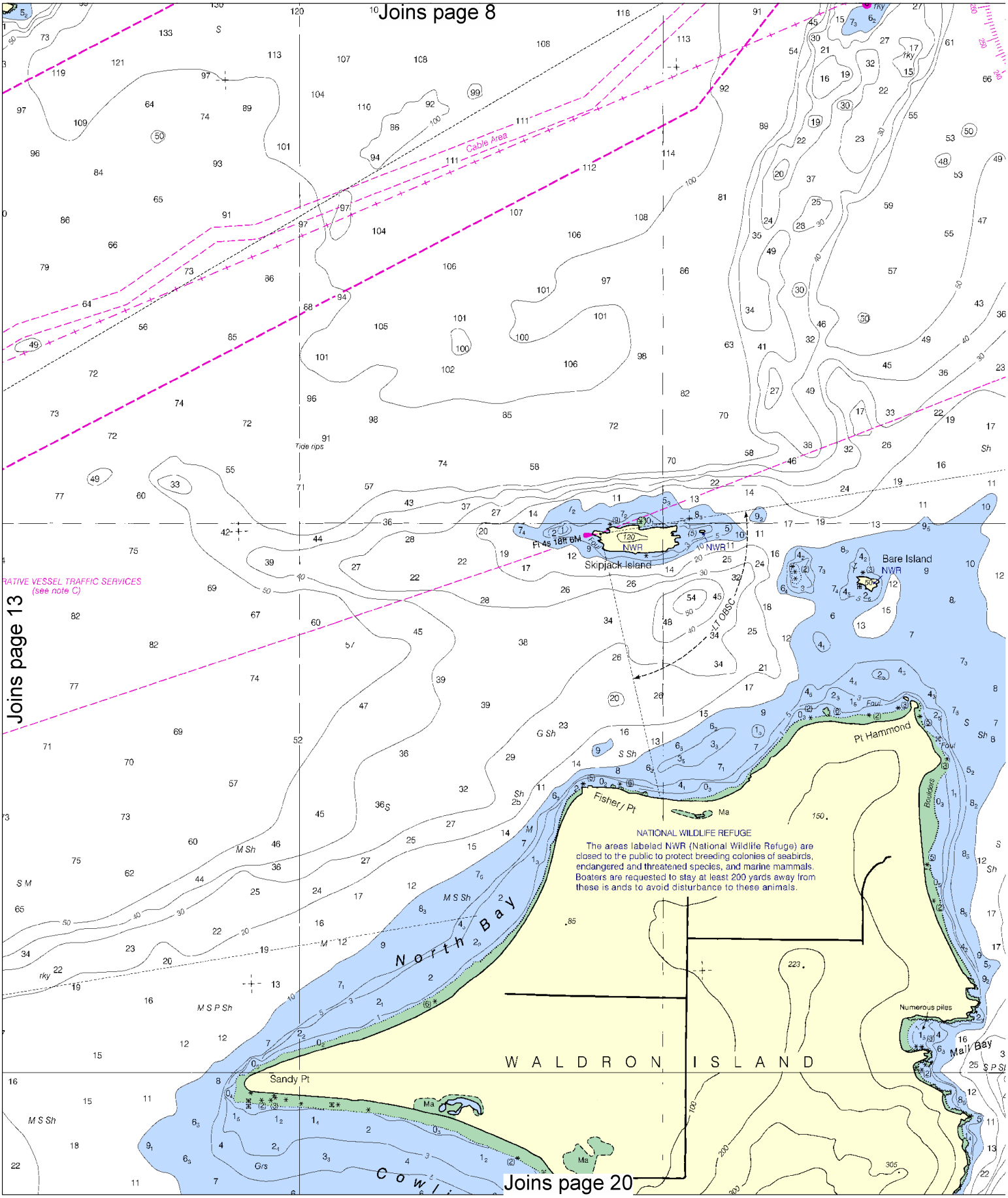
North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 7
Joins page 14
Joins page 19
Cable Area
Tide rips
COOPERATIVE VESSEL TRAFFIC SERVICES
(see note C)
Skipjack Island
Fl 4s 18ft 6M
NWR
NWR11
LT OBSC
Fisher I Pt
NATIONAL WILDLIFE REFUGE
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these is ands to avoid disturbance to these animals.
North Bay
WALDRON ISLAND
Sandy Pt
Sh G M
M Sh
S M
M S Sh
M S P Sh
G Sh
S Sh
Grs
Ma
rky
Hk



North

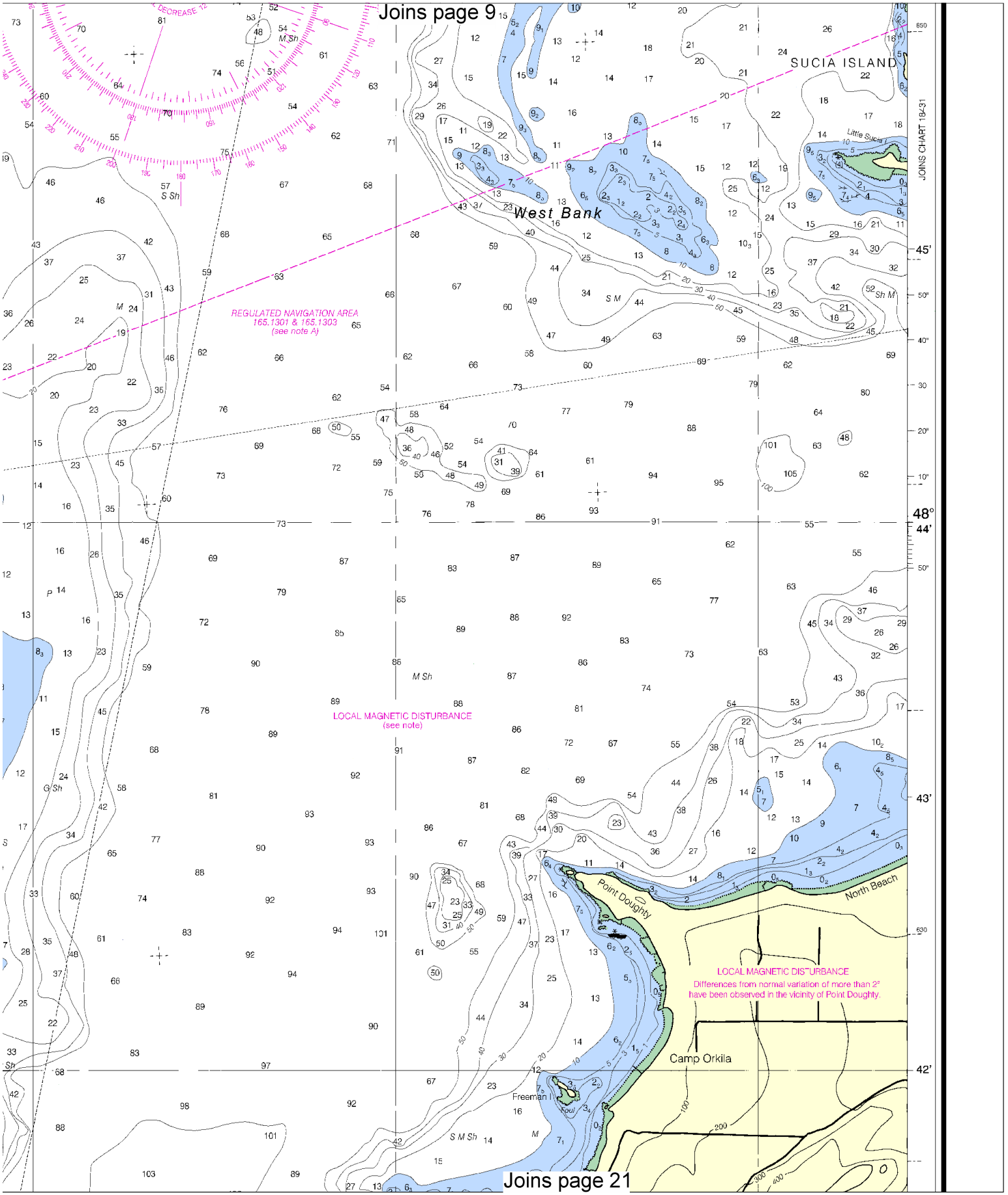
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

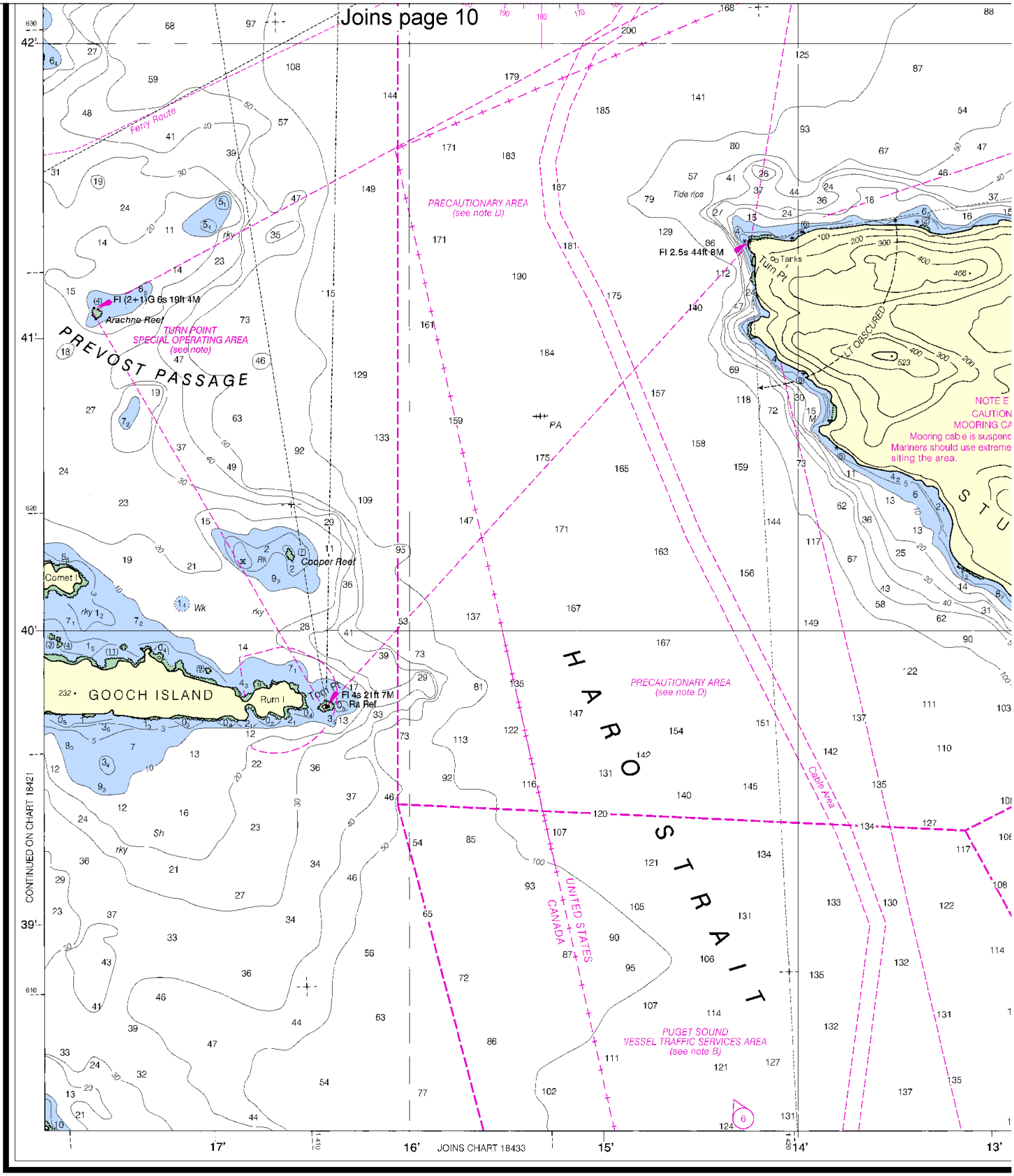
Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000


Joins page 9
SUCIA ISLAND
Little Sucia I.
JOINS CHART 18431
West Bank
REGULATED NAVIGATION AREA
165.1301 & 165.1303
(see note A)
LOCAL MAGNETIC DISTURBANCE
(see note)
Point Doughty
North Beach
LOCAL MAGNETIC DISTURBANCE
Differences from normal variation of more than 2°
have been observed in the vicinity of Point Doughty.
Camp Orkila
Freeman I.
Foul
48°
44'
45'
43'
42'
Joins page 21



6th Ed., Apr. / 05 ■ Corrected through NM Apr. 23/05
Corrected through LNM Apr. 26/05

18432

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

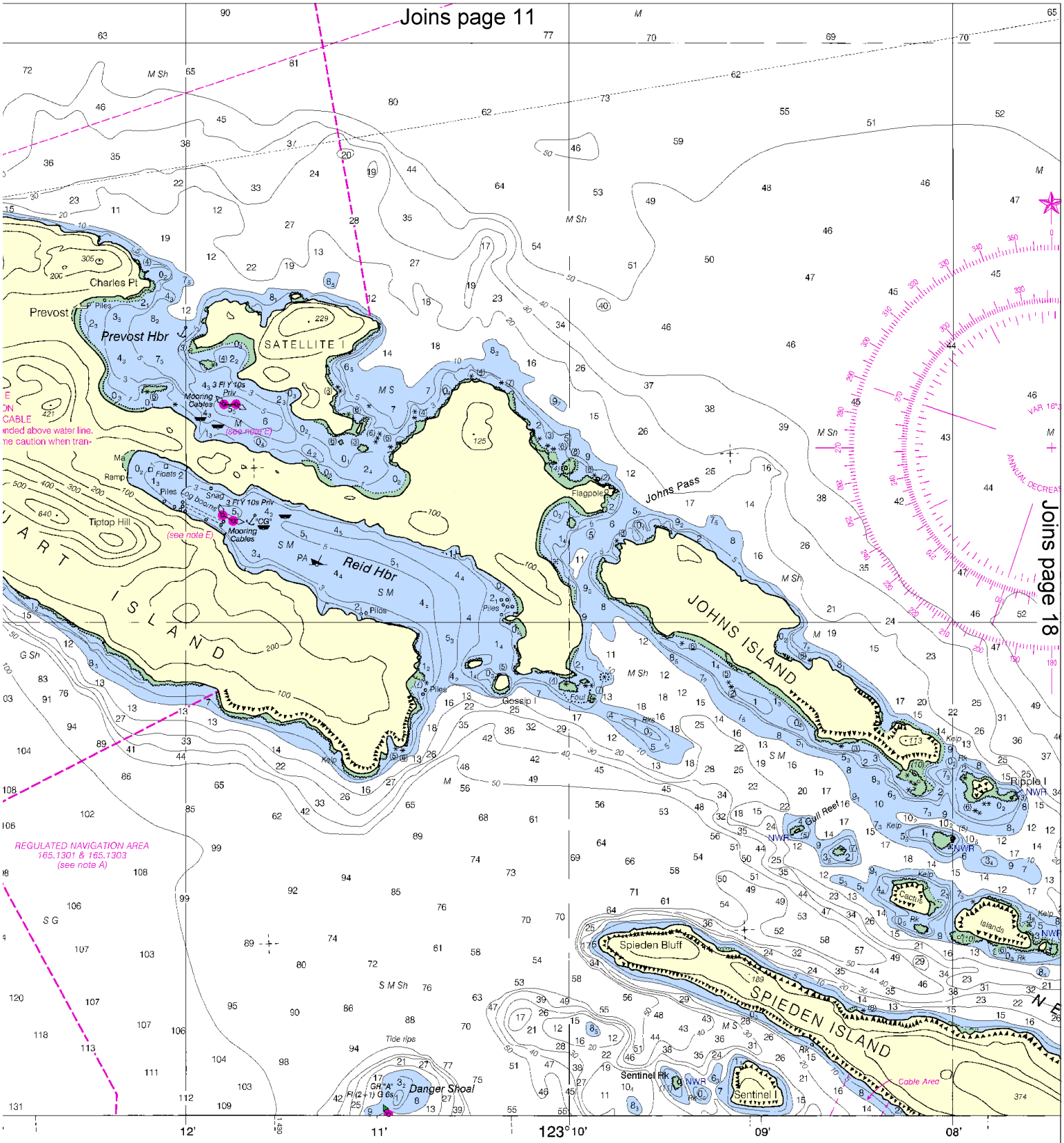
This nautical chart has been designed to promote safe navigatio
Ocean Service encourages users to submit corrections, additions, o
improving this chart to the Chief, Marine Chart Division (N/CS2), N
Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

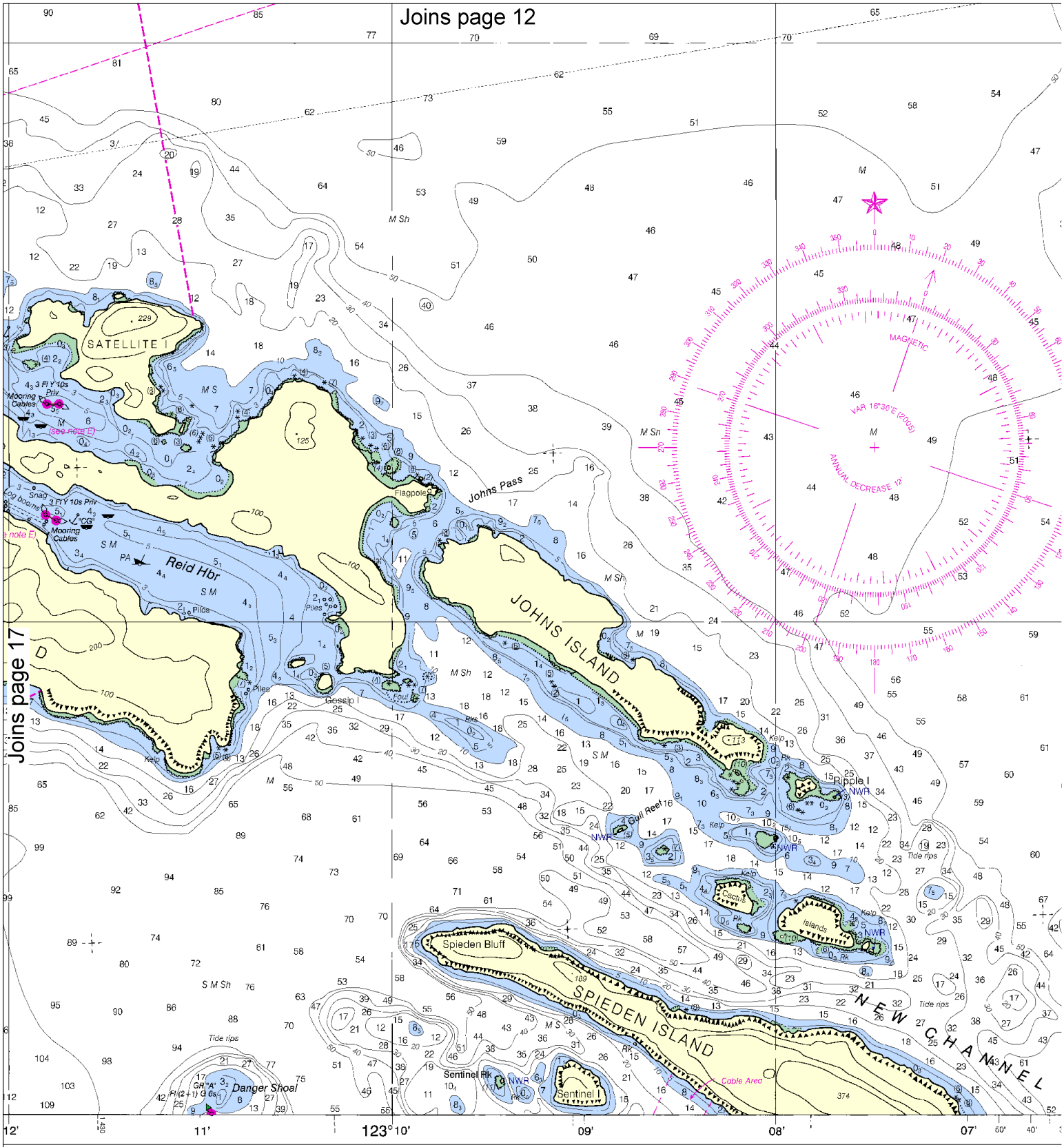
Yards
1000 0 1000 2000



tion. The National
, or comments for
, National Ocean

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

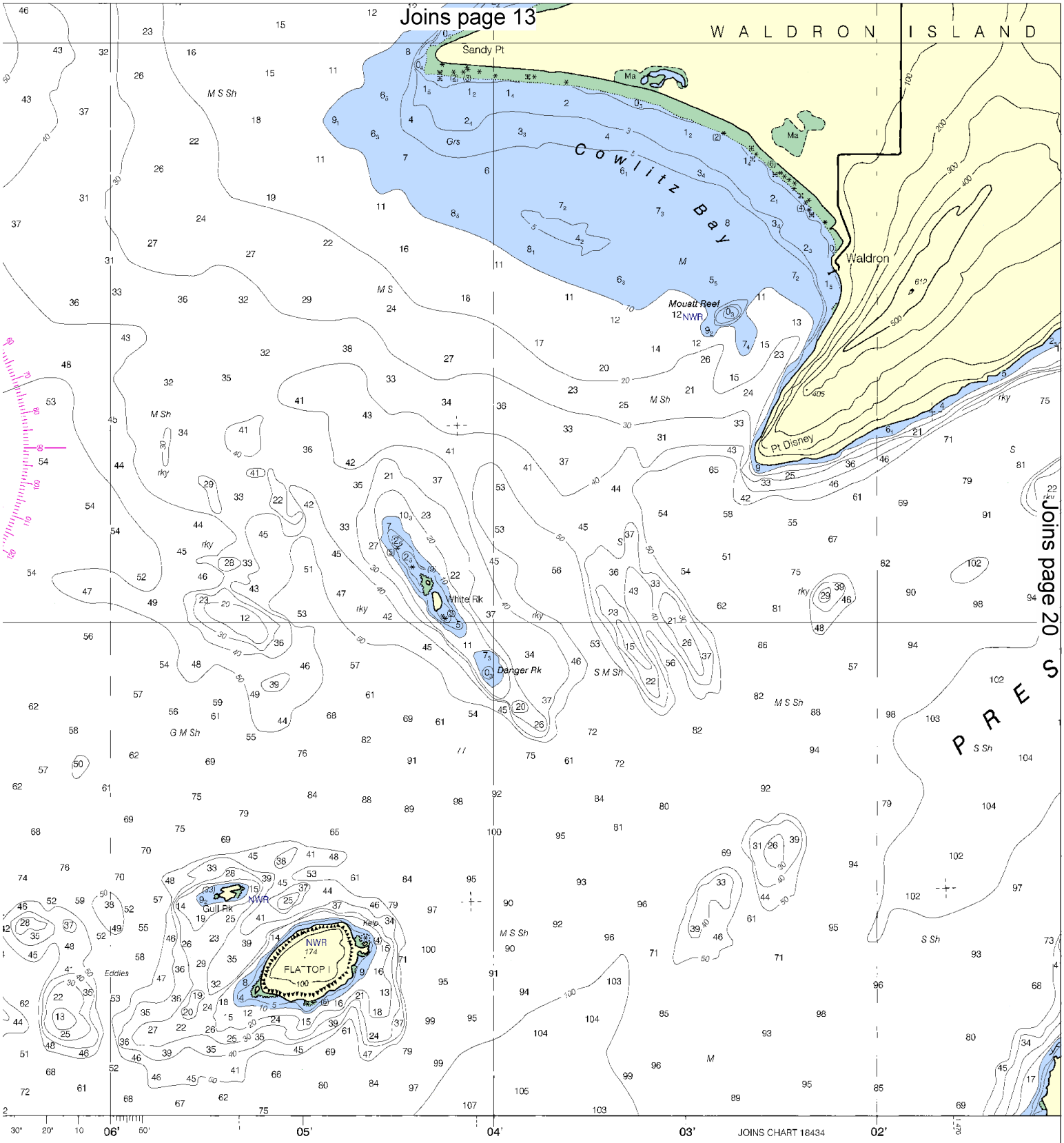
Published at Wa
U.S. DEPARTMENT
NATIONAL OCEANIC AND ATM
NATIONAL OCI
COAST S

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000



Washington, D.C.
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CEAN SERVICE
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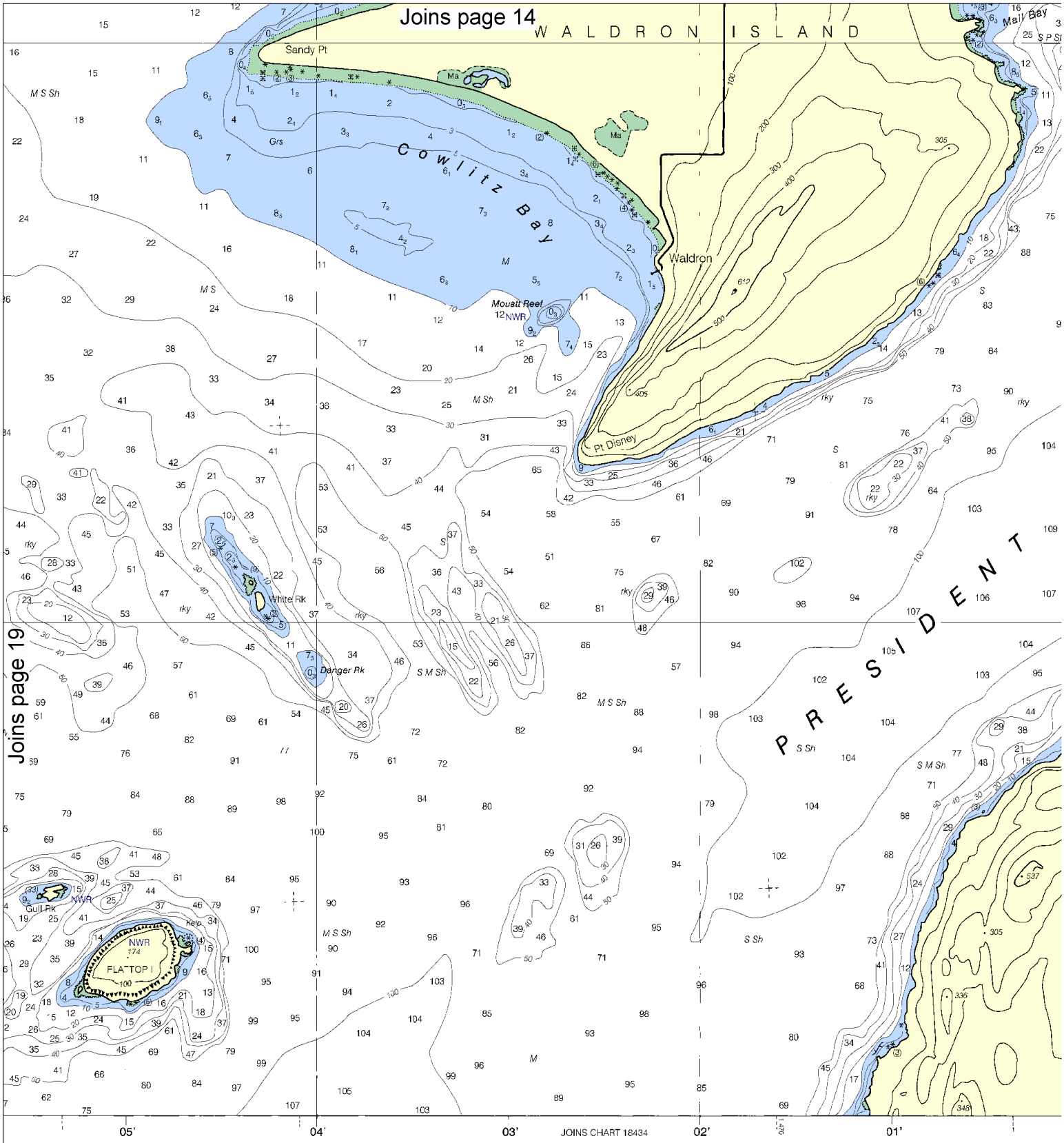

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North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

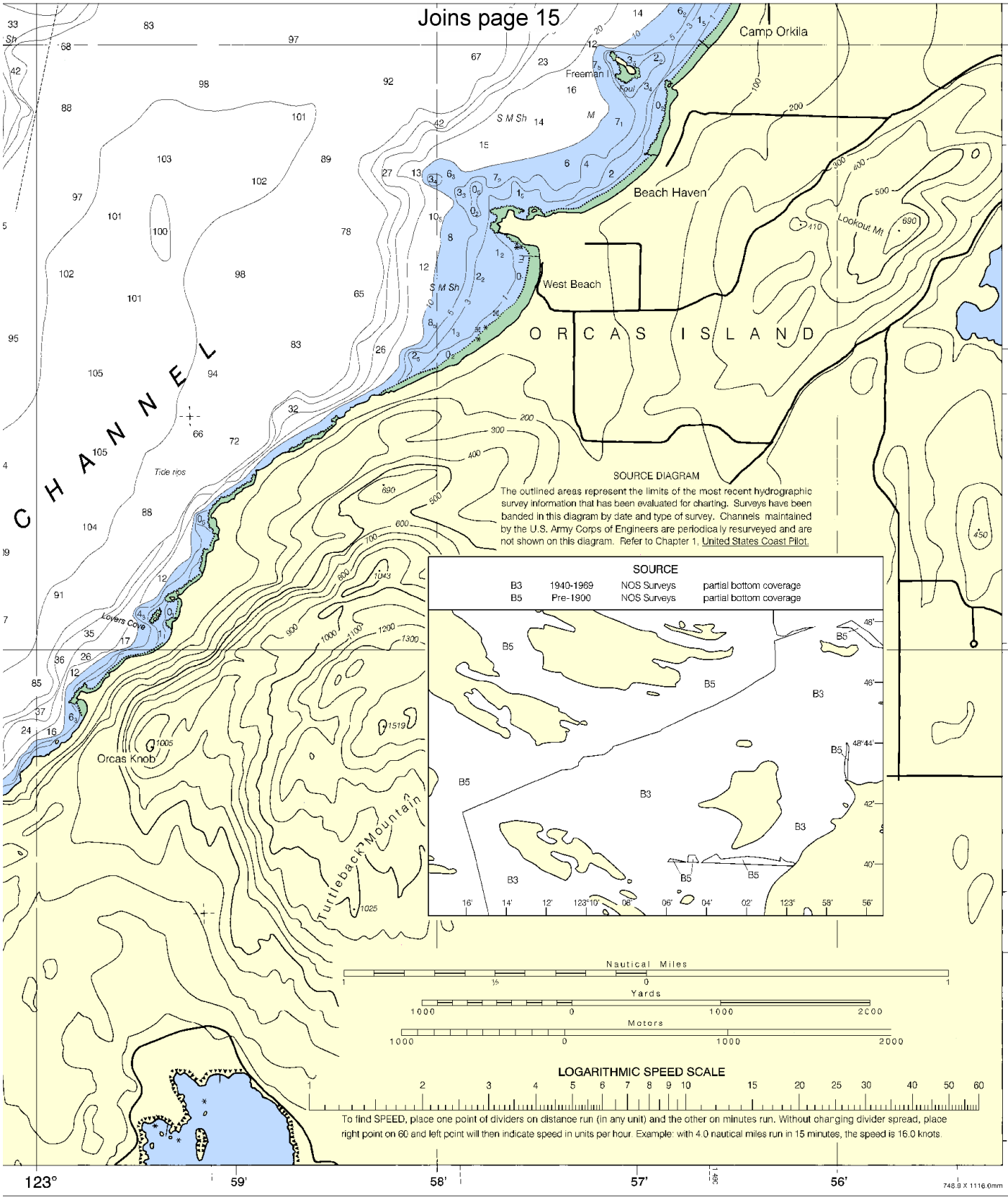
Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000

Joins page 15



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000

Motors
1000 0 1000 2000

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

748.9 X 1116.0mm

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Boundary Pass

SOUNDINGS IN FATHOMS - SCALE 1:25,000

18432

ED. NO. 6
NSN 7642014011564

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard Port Angeles – 360-457-4404
Canadian Coast Guard (RCC) – 250-363-2995
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.